

WM. M. OVERTON, CH. MAURICE SMITH,  
AND BEVERLEY TUCKER.

CITY OF WASHINGTON.

APRIL 22, 1854.

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## CONGRESS.

The Senate was not in session yesterday.

The House of Representatives laid on the table the Senate bill to recompense the discoverer of practical anesthesia.

Mr. McDougal, from the Committee on the Post Office and Post Roads, reported a bill for a semi-monthly mail from the Atlantic to the Pacific ocean, and its consideration was postponed until the first Monday in June.

The House went into Committee of the Whole on the bill settling the claims of the legal representatives of Richard W. Meade, deceased. Without coming to a conclusion upon the subject, the House adjourned until Monday.

## SENATE AND HOUSE PRINTING—PATENT OFFICE REPORT.

"We observe a paragraph in some of the papers to the effect that the application by the Patent Office for a *mandamus* to require the Superintendent of the public printing to deliver to him the agricultural portion of the Patent Office Report, was resorted to in consequence of the inactivity of the committee on printing to decide the question. In justice to the committee, it is proper to state that they had no difficulty in deciding the question presented to them. They were of opinion that it was a matter which the law had decided upon the Superintendent, and that his decision was final."

The above is from the Washington *Union* of yesterday, and we copy it for the purpose of stating that it is as sundry other publications and rumors of the past ten days have been) an entire misrepresentation of the affair.

The committee were of the opinion that the law did not allow an appeal to them in this particular case, but did not express the opinion that the decision was final and conclusive. They simply decided the question before them, and decided no other question. The sole object and intent of those who have been instrumental in bringing the affair before the public appears to be to prejudice the case, and prevent a fair, just, and legal decision of the question.

That the printing of the entire Patent Office Report legally belongs to the Senate printer, no person who is familiar with the law can deny; and that the most respectable efforts have been made to deprive him of it, we may soon take occasion to show.

Why the *Union*, at this particular time, just one day in advance of the decision of the court on the application by the Senate printer for a *mandamus*, should call public attention to the subject, we will not undertake to say.

We have studiously forbore to allude to the questions that have arisen between ourselves and the *Union*, and had indulged the hope that the *Union* would be restrained by the same motives of delicacy that operated on us. In this, however, we have been disappointed. We are perfectly willing to leave the decision of the question to the joint printing committee, or to a jury, or to any umpirage properly selected.

## MILITARY SUPERVISION OF CIVIL WORKS.

The *Union* having yielded several material points in the controversy now pending as to the propriety of employing officers of the army to do duty in various civil stations, we had hoped I would, upon further reflection, defer to the popular will, and surrender all. But we are disappointed, and find that its editors take shelter behind the army question, and most vigorously defend the propriety of retaining that branch of the public service under the exclusive control of army officers. The proposition of the *Union* is, that the armories ought not to be classed among civil works; and, in that view of the subject, it refers to the laws organizing the Ordnance department, to show the nature of the duties imposed upon the Ordnance officers. These duties are to inspect and prove arms, ammunition, and other Ordnance stores, and to make contracts and purchases, and submit estimates under direction of the Secretary of War. In no part of the laws to the duties prescribed for these officers embrace the manufacture of muskets, rifles, and other small arms. It is not, therefore, by the laws organizing the Ordnance department, that the armories are made military establishments, any more than the private foundries where cannon have been made, or the powder-mills from whence the powder used in the army is obtained, are changed from their civil character to military works.

The national armories, if we remember right, were established during the administration of General Washington, and at his suggestion. It was no part of his policy to place them under military officers, or to regard them in any other view than as civil works, necessary to enable the government to supply itself, by means of its own "factories," as they were then called, with its own arms for the defence of the country. The Secretary of War, General Knox, went so far as to suggest, in his report, the propriety of employing apprentices, with a view of securing "expert workmen," and thus impressing the "factories" with an unmistakable civil character. We do not know that this idea was carried out; but nothing is more certain than that they were commenced under civil superintendence, and so continued through Washington's administration down after the organization of the Ordnance department, and until the year 1841, when during the first month of General Harrison's term the civil superintendents were dismissed and Ordnance officers appointed over them. The next year, 1842, by almost superhuman effort, Congress was induced to ratify the action of the War Department and give its sanction to the change.

If General Washington, with his experience as a military officer, his practical wisdom as a statesman, and his devotion in all measures of policy to the best interest of the country, had deemed it wise and proper to subject the workmen in the national manufactories to the immediate control of military officers, he would

have so recommended; and his policy would have been, perhaps, adopted. But he did no such thing; and succeeding administrations for forty years continued these establishments in the hands of faithful and competent civilians, without any change of the system which Washington had instituted and approved.

We agree with the *Union*, that the comparative merits of the two systems may be best tested by the results, and without, for the present, presenting any new figures of our own, with which we are well supplied, we shall examine those submitted by that paper. We give the tables as they appear in the *Union*:

SPRINGFIELD ARMOY.

During superintendence by military officers..... \$13,700 \$1,887,087 95  
During an equal period of superintendence by civilians..... 165,967 2,100,056 20

HARPER'S FERRY ARMOY.

During superintendence by military officers..... 129,454 \$1,829,541 31  
During an equal period of superintendence by civilians..... 143,189 2,114,570 02

The total expenditures during the same period, for machines, buildings, repairs, and improvements, were:

At Springfield. At Harper's Ferry.

During superintendence by military officers..... \$450,865 44 \$614,498 31  
During an equal period of superintendence by civilians..... 185,521 59 374,046 46

The conclusion from this exhibit is, that the expenditure of public money in the manufacture of arms is much greater under the civil than under the military system. But, it will be observed, that no enumeration of the elements which make up the aggregate cost of manufacture is made, and the reader is left to conjecture of what items the sums total are composed. It may be the naked appropriation for that purpose, with no part of the expense for tests, repairs, new machinery, &c., or it may include a portion of the sum expended for these purposes. The rule adopted by the department is arbitrary, and may be used to produce any result most desired. But let us analyze these tables for a moment, and see what results are produced:

EXPENDITURES UNDER MILITARY SYSTEM.

For manufacture of arms at Springfield..... \$1,887,087 95  
For manufacture of arms at Harper's Ferry..... 1,829,541 31

For "repairs, improvements, and new machinery," at Springfield..... 450,865 44  
For "repairs, improvements, and new machinery," at Harper's Ferry..... 614,498 01

\$4,515,593 41

EXPENDITURES UNDER CIVIL SYSTEM.

For manufacture of arms at Springfield..... \$2,100,056 20  
For manufacture of arms at Harper's Ferry..... 2,114,570 02

For "repairs, improvements, and new machinery," at Springfield..... 185,521 59  
For "repairs, improvements, and new machinery," at Harper's Ferry..... 374,046 46

\$4,777,194 27

Excess of expenditures under military system over civil..... 41,398 44

To this sum should be added..... \$73,000 00

For pay of military officers, in command, which is admitted to have been received by them out of appropriations for the pay of the army, and not included above, while the salaries of the civil superintendents are estimated in the sum charged to the military system; making the total excess \$111,398 44.

The special appropriations under each system, stand as follows:

MILITARY.

At Springfield armory..... \$150,865 44  
At Harper's ferry armory..... 614,498 31

\$765,363 75

CIVIL.

At Springfield armory..... \$185,521 59  
At Harper's ferry armory..... 374,046 46

\$559,568 05

Excess of expenditure by the military over civil system..... \$205,795 40

Thus under the head of "repairs, improvements and new machinery"—the purposes for which these special appropriations are made by Congress—the military superintendents have expended nearly twice as much money in the same period as the civil. This result, it will be remembered, is shown from their own figures.

Every man in the least degree acquainted with the mechanic arts knows that, within the last twelve years, the period covered by the military system, immense improvements have been made, not only in mechanic skill, but in machinery and all the facilities of manufacture. Indeed, it may be safely said, that during no similar period in the history of our country have such rapid strides been made in every branch of the mechanica. With more than a million of dollars at their command—with the benefit of the most improved machinery, the increased experience of workmen, and a thousand facilities which were unknown during the period of civil superintendence at the armories, for the rapid and perfect execution of work—how happens it that the expense to the government of keeping up these armories is greater now than it was twelve years ago? If, as is asserted, military superintendence is more economical, and military officers are so much better fitted for the management of the armories, with these great advantages over the civil superintendents, surely a better showing than this should be made. Civilians during 12 years spent only \$562,000 for new machinery and equipments; while for the same period the military spent \$1,101,000. Besides, the military superintendents had the benefit of the expenditures for machinery and improvements made under the previous civil superintendence. To what extent this last sum was calculated to increase the capacity of the armories, with all the advantages of improved machinery during that period, can scarcely be estimated; and yet it is a lamentable fact that they have not kept pace with the improvements in similar establishments sustained by private citizens!

"We have before us a statement made on oath, before the late commission at Springfield, by the Hon. Henry D. Smith, one of the commissioners, and a practical mechanic, who "was personally engaged for twenty five years in making contract arms for the government," in which the condition of several private armories is noticed. He says:

"The management of all the private armories above alluded to is, to all appearance, good—equal, if not superior, to that of the Springfield armory; and the improvements in the machinery, tools, and workmanship have been greater than in the national armory at Springfield."

This is the sworn statement of a practical manufacturer of arms, of great experience, in-

telligence and high character, honored with the confidence of the President, and infinitely better qualified to decide questions of this kind than any of your mere men of science with no practical ability. But, fortunately, the proof of this important truth depends not alone upon the testimony of Mr. Smith. The commissioners at Springfield not only had ocular demonstration of the fact, but many disinterested witnesses corroborated his statement.

As regards the cost of the arms, under each system, there is and always will be, a difference of opinion, until the rule by which it is to be estimated shall be fixed and agreed upon. The Ordnance department has one mode of calculating, while business men in like employment have another. We see no reason in the world why the expenditures for stylish carriages, ornamental grounds, and other unnecessary extravagances should not enter into the calculation, since government has to pay for them.

But, if the testimony of experienced men is to be believed, it is not true that the cost to the government was greater under the civil system than it is now. Even if it was, there would be good reasons, not affecting the efficiency of the system, why it should have been greater. As we have fully shown above, the military system had immense advantages over the civil in the extent of the appropriations, the increased skill of workmen, and the improved character of tools and all kinds of machinery. Workmen, from their increased facilities, do infinitely more work for less money than they did under the civil system, and the item of wages is thus greatly reduced. Materials cost no more now than they did then; and, though it is estimated that the labor in making a musket costs three dollars and twenty-nine cents now, no corresponding reduction is made in the aggregate cost of the arm.

The *Union* speaks of the "old model" as an inferior arm, and gives the military system credit for the "new model," which is represented as far superior. It is hardly fair to institute such a comparison, with a view of disparaging the civil system, when both models were prescribed by the Ordnance board, and without their authority the civil officers had no right to change the one for the other. Of the troops under General Taylor at the memorable battle of Buena Vista, there were but two regiments armed with the "new model," while every other one used the "old model," and we have heard no complaint of their inefficiency. The idea that the arms manufactured under military supervision are superior in workmanship, is grossly erroneous, and we make the assertion with the utmost confidence that we can maintain it. The commission at Springfield had the arms of both periods before them, with competent practical armors to strip them, and explain the excellencies or defects of their respective parts.

The testimony is published, and we have it now before us. We have not room to quote from it, or we would lay copious extracts before our readers. Suffice it, that the testimony was sufficient to convince every man on the board, except the two military officers, that the "workmanship on those made in 1833 was far inferior, in many important particulars, to those made in 1840."

As an evidence of the uniformity of construction, and as exhibiting the superior perfection of the arms made under the military system over those made under the civil, the *Union* quotes from a report of the inspector of armories, on the subject of certain damaged arms, which were taken to pieces at Harper's Ferry, and their several parts found to interchange with great exactitude. The evident object is, to create the impression that this facility of interchange of the several elements of an arm is due to the skill and science of the military superintendents who have brought the manufacture of arms to admirable perfection. Nothing could be more unjust. That credit is due to the civil system, and the official reports of the War Department, made long before the military system was instituted, abundantly show it. But we have before us a very able report upon this very subject, made to the House of Representatives on the 12th day of January, 1839, by the Hon. Wm. Cost Johnson, which is so much in point that we cannot forbear to make an extract. This, it will be observed, was more than two years before the military superintendents were appointed at the armories:

"The most experienced transatlantic officers and artisans admit that the muskets and rifles now made in the United States are superior, in point of finish and usefulness, to the best made in Europe. So perfect and improved has been the system adopted in our factories, that we have accomplished what a host of French officers pronounced a desideratum that was impossible. They thought that it was impossible to make a musket, that a part of the work made for one would suit or fit the residuary part, made in another shop or factory, and by different hands; that the springs and screws, made to suit a given lock, could be made with such uniformity and precision as to answer for the corresponding parts of a different lock. They thought that, if a part of a musket was lost or injured, there could not be taken a similar part of another, and make it quadruple with all its uses, but that the aid of a mechanic must be employed or the musket be discarded. Such is or has been the fact with the arms now made in France, because the filings of the various parts are regulated chiefly by the eye. This is not the case in our national factories. The system of machinery is reduced to such perfection that every part of a musket and rifle is made with such nice precision and accuracy, that every screw or spring, made for a given part or purpose, will fit every musket or rifle that is made in each of the public factories. Take any part of a musket made in the Springfield factory, and it will be precisely, in every particular, like those parts made at Harper's Ferry. All the parts of two muskets may be taken asunder, though one be made at Harper's Ferry and the other at Springfield, and thrown into an indiscriminate mass, and there may be taken from the heap thus blended, at random, the component parts of a musket, and these put together; and the musket thus formed will be as perfect as precision can be, although half the musket be made at one factory and the other half at the other. The chief of the Ordnance department has frequently tried the experiment with success. Hence a musket or pistol made in the public factories of the United States is almost indestructible; for, from the fragments of arms on a battle-field, a musket can readily be put together as perfect as when first made."

"The improvements made in the rifle are still greater. The common rifle can be loaded and discharged but twice in a minute, while Hall's rifle, made at Harper's Ferry, which received the load at the breech, can be loaded and discharged eight times in the same space of time."

It thus appears that under the civil superintendence had been already accomplished, what did not strike the military inspector at Harper's Ferry until 1832 as anything very remarkable, a desideratum which French officers pronounced impossible. To such perfection had the workmanship been carried at the armories in 1839, that even transatlantic officers and artisans could not withhold their praise of its excellence. The report of Mr. Johnson shows great familiarity with the subject, and is a deserved tribute to the skill and genius of the worthy citizens whose work he applauds.

If the *Union* understood the condition of the workmen employed at the national armories, it would know better how to appreciate the difficulties under which they labor, and the compulsion by which they are restrained from leaving whenever they choose. The necessities of their occupation often compel them to submit to wrongs which other mechanics would not endure. The system of dividing labor in the manufacture of arms is such that a workman is confined to a single branch, and learns no other. It is an important object for him, then, to have a permanent place in the armory; for if discharged, employment cannot easily be had in his line, and he must either learn a new trade or starve. This is the dread alternative which arbitrary dismissals, for trivial and unimportant causes, may sometimes present to a worthy and ambitious mechanic.

If the editor of the *Union*, instead of drawing his information from those "prejudiced or interested" in sustaining military supervision over the armories, would take the pains to inquire of those who have suffered from military rule, either at Harper's Ferry or Springfield, he would find that their objections to the system are not confined to mere rules restraining them from reading newspapers, or engaging in market. These are trivial matters, of which they never complain; but which are repeated by the military advocates with untiring pertinacity, while graver and more serious objections are unnoticed. To all reasonable rules, the armors have always given cheerful obedience; to those which are vexatious, arbitrary, and unreasonable, it would be unreasonable to expect them to submit. *Command and obedience* are words which belong to the camp; they are unknown in their military sense in the workshops of the American mechanic. But it matters not whether the charges of "petty tyranny" and "despotism" are true or not, as applied to the military commandants at the armories. It is enough to know that the citizen mechanics of the country have an instinctive repugnance to all that savors of military rule; that they hate and loathe it when applied in civil pursuits, and can never be patient and satisfied under it. It is a creditable and patriotic feeling, and the government should so far respect it as to relieve itself instantly of all agency in the continuance of the system which offends and provokes that feeling.

## ITEMS OF NEWS.

**THE COMMERCIAL CONVENTION—REGATTA.**—The citizens of Charleston, South Carolina, will long be remembered by the delegates of the convention for their strenuous endeavors to entertain their visitors by every description of rational amusement. The balls, excursions, &c., in honor of the occasion were gotten up in a style indicative of taste and liberality, and contributed in a high degree to compensate for the frosts of the storm-king.

On Saturday a grand regatta took place in the harbor, in the presence of an immense concourse. The scene on the East Battery was most animated, although the wind, blowing almost a gale, prevented the sport being so excellent as it otherwise would have been.

"The committee would have wished, under the circumstances, to have postponed the regatta until some more favorable day; but, fearing that the members of the convention could not then be present, they resolved to proceed, and the day's racing came off in the following order:

"FIRST RACE.

"Sail boats (not exceeding 8 tons).—Prize, silver cup, value at \$50.

"*Undine*, 27 feet long, 8 tons.—W. E. Snowden.

"*Staggard*, 25 feet long, 6 tons.—H. E. Vincent.

"*Ida*, 28 feet long, 7½ tons, J. R. Lachicotte.

"*The Spray and Louisa* were entered; but, being light weight, had to be withdrawn, in consequence of the rough weather.

"*Undine* started at 4h. 33m. and first round came in at 4h. 53½m.

Second round came in at 5h. 12m.

Total..... 39 m.

"*Staggard* started at 4h. 27½m., and first round came in at 4h. 48½m.

Second round came in at 5h. 19½m.

Total..... 40½m.

"*Ida* started at 4h. 41½m., and first round came in at 4h. 5m.

Second round came in at 5h. 29½m.

Total..... 47½m.

"Distance of the two rounds, about 6 miles, blowing almost a gale, and the boat under double-reefed sail the first round. During the second round the *Ida* shook out the reef, and made better time."

"SECOND RACE.

"Row-boats, (not exceeding 6 oars). Prize, \$50.

"*Unexpect*, ("The South Star") 40 feet long, 6 oars, plank, G. H. Davenport.

"*Joquin*, 35 feet long, 6 oars, plank, S. N. Bailey.

"*Chicora*, 35 feet long, 4 oars, plank, R. B. Chapman.

"*Bicla*, 26 feet long, 4 oars, canoe, N. Bischoff.

"The *Unexpect* came in first, the *Joquin* second; *Chicora* and *Bicla* distanced. Race not timed.

"The pilot-boat skiff race did not come off."

MORE GIFTS.—What a kind-hearted man is Josiah Perham! His charitable spirit is never at rest. A third "gift enterprise" has been instituted in Boston under his direction. The principal "gifts" are a "valuable farm," the trotting mare "Lilly Dale," and a "perpetual loan" of ten thousand dollars.

EDWARD DE LEON, formerly associate editor of the *Southern Press*, of this city, has been confirmed by the Senate as consul-general to Alexandria, in Egypt. Mr. De Leon is a gentleman of fine literary acquirements, and we hope to see some "Egyptian" sketches from his graphic pen.

A NEW BOOK, entitled "Spirit Manifestations Examined and Explained," by John Bovee Dod, has just been issued by DeWitt & Davenport, New York. It is said to be a complete refutation of Judge Edmonds's theory.

## Correspondence.

Arrival of the Asia—New York all astir—Official announcement of the Apprenticeship System in Cuba—Opinions of a Cuban Refugee—The Late Dreadful Storm, and the Awful Shipwreck along the Coast of Jersey—Fate of the Steamship City of Glasgow.

NEW YORK, April 20, 1854.

The European war is now the great Maelstrom which absorbs everything within the world-wide sphere of its action. This morning, in expectation of the steamer Asia, Wall street was dormant, the bulls were quiet, and even the bears were anxiously waiting the news. The whole city appeared to be in a sort of suspense, awaiting the intelligence by the steamer. Happening to be at the corner of Fulton and Nassau streets, between the *Herald* and *Standard* offices, about twelve o'clock, I observed that there were groups of men at both corners in anxious conversation. Presently the heavy report of a piece of artillery came booming up from the North River; it was the Asia's gun, announcing her arrival. Instantly the newsmen took off their caps and gave three cheers; and an hour later, although the stormer brings very little news, the streets are thronged with the cries of "the Asia," "Extra Asia," "Got the arrival of the Asia," and all the town is astir. And thus the interest will continue to increase as the nations of Europe become more deeply engaged in the awful horrors of the struggle before them. What the end may be, God only knows; but the believers in republican principles and the peace and confidence, and think that there is "a good time" very near at hand for what Kosciuszko, in the habit of styling "the solidarity of the peoples." No doubt the old rotten despotisms of Europe will be terribly shaken, if not utterly destroyed, before this tremendous convulsion is over. Shall we entirely escape the contagion? Who can answer the question?

You will see, by the last advices from Havana, that the apprenticeship system is fairly operating in the Island of Cuba, under the official sanction of the government. This, I am, therefore, the practical beginning of "the Africanization of Cuba." I have seen this system in an intelligent Cuban refugee, and a man of wealth and influence among the Croles of the island, who says that the question is now fairly under way, which, the future destiny of Cuba is to be determined. If the United States pause now, said he, the permanent establishment of the *encomienda* system, comprehending the rapid abolition of slavery, will render Cuba as repulsive to the south as Jamaica. What can we do with an island of free negroes, except to make it a refuge for the fugitives of the Gulf States, and the centre of future insurrections against the ignorant blacks of Alabama, Louisiana, Florida, and Georgia? Without undertaking to answer this Cuban I may say that the commercial interests of this city are identified with the Cuban question in its southern aspects, we are very anxious to know whether our government intend to appropriate the golden opportunity, or to let it pass away, never to return. Can you, gentlemen of the *Sentinel*, give us any light upon the subject?

The late dreadful storm has left the most heart-rending evidences of its violence along our sea-coast. The wreck of the ship Powhatan, with upwards of two hundred souls on board, every soul lost, of the Manhattan, the Underwriter and others, between Sandy Hook and Cape May, render in a fearful account of the ravages of the wild sea along the Jersey breakers, in the number of dead bodies washed ashore, and the number of persons driven to the shore. There are men in town from the scenes of these disasters whose reports of the wreck, and of their observations among the dead bodies, give us the most painful ideas of the sufferings and horrors which the doomed passengers and seamen must have undergone, before their sufferings were ended among the merciless waves. Think of a stout ship lying for two days in the corner of the land, with two hundred souls on board, and then broken to pieces by the rush of the devouring billows, with not a soul from the wreck left alive to tell the tale, and nothing of the wreck itself to be seen but a few broken fragments of the ship carried to the shore upon the surf. How painful the reflection that here were hundreds of emigrants, who, after weathering the tempestuous Atlantic, were wrecked and swallowed up within a stone's throw of their promised land of deliverance from bondage!

Now, what should our government do to guard against these disasters? The duties of humanity are paramount. Between Sandy Hook and Cape May, along the coast of New Jersey, the sea is shallow; and here, when a storm is driving towards the land, the ocean waves run over the smooth sand with irresistible violence. Nothing but a strong steamer or a life-boat can live in them. The Treasury Department, therefore, should have one or two steam revenue-cutters, adapted to the duty of rescuing the people from ships that are driven upon the shoals before they are torn to pieces; and they should be located between New York and the mouth of Delaware bay, to meet such emergencies as those of the late storm. Properly provided with life-boats and the necessary appliances, a good stout steamer, if she had failed in towing the Powhatan into deep water again, might have rescued every soul on board.

After the most stormy and disastrous winter within the memory of living man in these latitudes, I had hoped that, with the late savage snow-storm of nearly four days' duration, there would follow a glimmering of spring. We had such a glimmering yesterday, but it was nothing more.

In the afternoon the sky was overcast, and to-day we have a cold and dismal rain, good to all appearances for two or three days duration. This continuous outpouring of snow, hail, and rain, most seriously embarrasses the spring work of our farmers, and at a period, too, when their extra exertions will be required on a large scale, to supply the extraordinary wants in breadstuffs and provisions of the European belligerents during the coming summer.

The Asia brings no tidings of the steamship "City of Glasgow," which left Liverpool for Philadelphia, on the 1st of March, with four hundred passengers on board. Where is she? Gone down, perhaps, among the icebergs, or blown up, or sunk from a leak, or it may be, driven off her track, and safely moored in some distant port. This last supposition is the last hope for her. Nothing has been heard from her—not a word of her upon the sea. Let us hope that the story of the "President," of which never a vestige was recovered, will not be the mysterious fate of the "City of Glasgow."

Let me close here for the present. It is hardly fitting, after discoursing upon these sad disasters of the stormy ocean, to touch upon lighter topics. Let us be ready for brighter skies and better tidings.

## ADVANCE.

**GENUINE WHATMAN'S DRAWING** Papers, imported direct from the manufacturer, of all sizes, for sale by  
W. C. ZANTZINGER,  
Stationers' Hall, adjoining Irving Hotel,  
Mar 27—36

**WASHINGTON HOUSE,**  
NO. 223, CHESTNUT ST., ABOVE 7TH,  
Philadelphia.  
A. F. GLASS, PROPRIETOR.

**ELASTIC RIBBONS, &c.** At Lammond's, 7th street, can be had Elastic Ribbons for undersleeves, Porte-monnaies, and Silk Purses; Toilet Powder, Hair-oil, Extracts, Transparent Toilet Soap, &c.; Lyons' Knives, and Barry's Tricopherous, Ox-narrow Ponce, &c.  
Apr 2—36

**A YEAR WITH THE TURKS.** Or Sketches of Travel in the European and Asiatic Dominions of the Sultan, by Warrington W. Smyth, M. A., accompanied by a map. Just received at  
V. LOR & MAURICE,  
No. 10, Bookstore, near 9th street.  
Apr 19

## Congressional.

THIRTY-THIRD CONGRESS.

FIRST SESSION.

Friday, April 21, 1854.

The Senate was not in session to-day.

House of Representatives.

The SPEAKER laid before the House a communication from the Secretary of the Treasury, enclosing estimates for the marine hospital at San Francisco. Laid on the table, and ordered to be printed.

ANESTHESIA.

The bill from the Senate, to recompense the discoverers of practical anesthesia, was taken up, when

Mr. HAMILTON moved that it be referred to the Committee of Claims. He remarked that, if there were a better attendance of members, he should have laid it upon the table.

Mr. BISSSEL proposed that the bill be sent to the Committee on Military Affairs.

Mr. LETCHER expressed the hope that the bill would not be sent to the Committee of Claims. He did not consider this any claim at all; let it go to some other committee.

Mr. ELGERTON said that, during the last Congress, the subject was under the consideration of the Committee on Military Affairs, and should be sent there now. The Committee of Claims know nothing about the case, nor do they wish to know.

Mr. LETCHER wished to make a proposition. He believed there are a dozen doctors in the House, and they should be organized into an special committee to take